

URGES FIREPROOF EXCURSION BOATS

Steamboat Inspector General Uhler Makes Recommendations in His Report.

ASKS CONGRESS TO PASS NECESSARY LEGISLATION

Directs Attention to Need of Laws Governing Transportation of Dangerous Articles.

Absolute fireproof construction should be required in excursion steamers as a preventive measure against loss of life, according to George Uhler, supervising inspector general of the steamboat inspection service, made public today. There are other perils as terrible as capsizing, he says.

"The possibility of fires aboard excursion steamers always exists," he says, "and though there may be any number of regulations in regard to fire-fighting equipment, the best way is to remove the cause and require absolute fireproof construction of excursion steamers. This cannot be done until Congress acts, and the bureau most earnestly invites attention to the necessity for legislation in this respect."

"In connection with fires it is to be considered the transportation of dangerous articles. The law does not by any means meet modern conditions. It is possible today to transport certain dangerous articles not covered by the law on steamers carrying passengers, and over such situation the bureau has no control. Further, the bureau has no control over the transportation of dangerous articles on freight steamers, although the lives of persons on passenger steamers may be jeopardized through carelessness on freight steamers. The office of the supervising inspector general should be given authority to regulate this very dangerous practice."

Necessity of Regular Inspections.

The necessity of regular inspections and the need of additional appropriations are pointed out by Mr. Uhler. In making inspections the inspectors visit the vessel without prior notice, according to the report, and, "judging from the reports received, it would appear that many vessels would not keep in good condition were it not for the repeated reinspections."

"With the limited appropriation heretofore given it is not possible to obtain the highest efficiency of activity from the supervising inspectors. A sufficiently large appropriation would make it possible to have them make actual reinspections of vessels and follow up the work of the local inspectors to a great extent."

"A most important means of obtaining uniform administration and improving the work of the service has been through the efforts of the traveling inspector. His chief duty is to ascertain whether the local inspectors have been correctly inspecting vessels; and that his appointment is justified is proven by his reports, for numerous instances of defective and imperfect inspection have been discovered."

"The force of inspectors employed in this service is entirely too small. For several years the bureau has in its estimates pointed out the necessity of additional inspectors. There are instances where inspectors work from 5 a.m. to 10 p.m. and there have been instances where dry-dock examinations have not been made because there was not a sufficient force of inspectors to make them. More clerks also are needed. With one more clerk in the office of the supervising inspector, general more efficient inspection could be obtained, because there could be a more careful review of the inspection cards. At present the press of work is sometimes so great that most important work has to be slighted."

Salaries Are Too Low.

"Also the salaries of inspectors and clerks have not kept pace with the money paid for similar service outside of the government. As men become trained they promptly leave, and, under the circumstances, they cannot be condemned for so doing."

"Closely connected with the proposition of hull construction is that of the overcrowding of passenger steamers, a question also considered at length in previous annual reports. It is believed that violations of law by steamers in carrying more passengers than allowed by their certificates of inspection are comparatively few. The important question is, have the local inspectors permitted a steamer to carry a larger number of passengers than she should be permitted to carry? In this connection not only must the stability of the vessel be considered, but also the possibility of panic and the handling of the life-saving apparatus in such event."

Local Inspectors Responsible.

"The conclusion is that the original responsibility rests upon the local inspectors in the matter of passenger allowance. The bureau has endeavored to impress upon them the seriousness of this responsibility and condemn in unqualified language any exercise of the great authority without full appreciation of its seriousness."

"Reports covering casualties and violations of law by vessels subject to inspection numbered 1,655. Accidents resulting in loss of life totaled 199, 42 less than the previous year. During the year 207,345,000 passengers were carried on steam vessels required by law to report the number of passengers carried. Dividing this number by 197, the total number of passengers lost, shows 2,372,411 passengers carried for each passenger lost. The total number of lives lost from all causes, passengers and crew, was 365."

RHYME METHOD USED.

New York Health Board Instructing Public How to Avoid Grip.

NEW YORK, December 28.—Rhyme as a means of educating the public in the prevention of grip, now epidemic in some parts of the city, is being used by the health department by thousands of cards, which it has distributed throughout the city.

The couplet of preventive advice is: "Cover up each cough and sneeze; If you don't, you'll spread the disease." Dr. Charles F. Holdmann of the bureau of health education says there is no specific cure for grip, and prevention is the only means of checking its spread.

The rhymed warning is being placarded in public places and distributed through the schools and by guards on elevated and subway trains.

Qualifies for Army Service.

Second Lieut. Joseph I. McMullen, who was retired in 1906 while a second lieutenant of cavalry, has been found qualified for restoration to the active list of the army, under authority contained in the latest army appropriation act. So far only two retired officers of the large number examined have been reported qualified for active service. The other one is Capt. Ben H. Dorcy, who was retired in 1907 while a captain of cavalry. If the Secretary of War approves the findings of the examining boards in these two cases the officers will be restored to the active list in the places they now would hold had they not been retired.

ASKS MORE ENGINEERS FOR THE U. S. NAVY

Rear Admiral Stanford Also Urges Correction of Injustice in Promotions.

The great navy dry dock at Pearl Harbor will not be completed until June 30, 1918, according to the agreement reached by the Navy Department with the contractors after the collapse of the dock in February, 1913. Work was suspended at that time until November, 1914, when \$1,261,350 was added to the contract price, according to the annual report of the bureau of yards and docks, bringing the eventual cost of the dock up to \$4,442,115.

Rear Admiral H. R. Stanford, chief of the bureau, urges an increase in the

authorized strength of the corps of civil engineers. The expansion of the navy and the great additional building program being mapped out, the report says, has brought a corresponding increase in the work of the civil engineers. From forty to sixty officers should be added to the force, he says, at the rate of 5 per cent a year.

Promotions Are Slow.

The situation of the assistant civil engineer of the navy is sharply brought out in the report. They are men who have graduated from the Naval Academy, served a year or two at sea and then spent two years or more at a technical school. They receive their commissions with the rank of ensign three or four years after graduation from the academy when classmates among the line officers have been promoted to junior grade lieutenants.

The law provides that line officers shall be promoted from ensign after three years' service. Promotion in the Civil Engineer Corps is by vacancy only, and the man in that service may remain an ensign while his classmates all achieve considerably higher rank. "The bureau believes," the report says, "that it is imperative to provide

immediate relief for these officers, not only in justice to the officers but also to promote the efficiency of the corps as well as for the general good of the service."

Navy Yard Improvements.

Admiral Stanford reports that a large gun scale has been installed in the Washington navy yard at a cost of \$8,000, two 300-foot steel radio towers erected at a cost of \$5,990 and a building erected for radio purposes at a cost of \$6,748.

He also reports the approaching completion of floors in shop buildings at that yard costing about \$25,000, progress in the water front improvements costing about \$19,500 and says that work in the construction of the new general storehouse, to cost about \$192,771, is well advanced.

Christmas Entertainment Tonight.

The infants department of St. Paul's English Lutheran Church is to hold its Christmas entertainment this evening. Gifts are to be distributed to the children. Charles B. Bateman, superintendent of the Sunday school, is in charge.

ENGLAND MAY JUSTIFY PARCEL POST SEIZURES

Expected to Claim Right Under Articles of The Hague Convention.

Military necessity, but fully justified by treaty, is the reason for the removal by British authorities of parcel post mails passing between the United States and neutral countries of Europe, but actually intended for Germany.

Probably this view will be communicated to the United States government in answer to the recent protest which was filed with the London foreign office by Ambassador Page, based upon

the removal of a quantity of parcel post matter from some Swedish steamers bound to and from the United States.

British View of Rights.

According to the British view, the exemption from seizure of mail matter found on the high seas on board a neutral or enemy ship is founded upon article 1 of The Hague convention "relative to certain restrictions in regard to the exercise of the right of capture in naval war."

This article treats of "postal correspondence," and makes no mention of parcel post, which, therefore, it is held, is not protected.

Furthermore, the article also provides that immunity from seizure shall not apply "in case of violation of blockade, to correspondence destined for or proceeding from a blockaded port." This proviso, it is held, warrants the detention not only of parcel post matter, but of first-class mail matter, whether going to or coming from any of the central powers, and there is reason to believe that the allied

governments are about to exercise this right fully.

Turkey Not a Party.

Finally it will be shown that the claim to inviolability for the mails of the central powers, so far as they are based on The Hague convention, no longer exists, for the reason that Turkey did not subscribe to this particular convention, which in article 3 reads:

"The provisions of the present convention do not apply except between contracting powers, and then only if all the belligerents are parties to the convention."

FURTHER FOOD RIOTS IN CENTRAL POWERS

LONDON, December 28.—An Amsterdam dispatch to the Exchange Telegraph Company says that, according to reports in Vienna, the palace of Archduke Stephen of Austria was attacked Christmas night by a mob armed with pitchforks and axes as a protest

against the squandering of food on an elaborate entertainment.

The police dispersed the rioters, but a number of stones crashed through the windows, damaging several pictures.

Dreadful reports say that food riots occurred at Chemnitz Christmas day. Women marched in procession to the town hall, clamoring for food at reasonable prices and smashing many windows. The police forced the women to retire, eleven of them being severely injured. The Chemnitz socialist organ, adds the dispatch, was suppressed for mentioning the affray.

PLOT TO BLOW UP HOMES OF CABINET MEMBERS

LONDON, December 28.—The Bureau correspondent of the Daily Mail reports that several arrests have been made in connection with the unsuccessful plot instigated by Germans to blow up the residences of M. Filippescu and Take Jonescu and other prominent men, including cabinet ministers, known to be favorable to the allies.

THE CURTAIN AGAIN GOES UP ON THAT QUARTER-OF-A-CENTURY SUCCESS

Parker Bridget's
Annual Mid-Winter
Clearance Sale

Washington's Greatest Event for Men & Little Men

This P-B Sale Has Held the Confidence of Men, Year After Year, for a Quarter-of-Century

THIS nationally known store holds two, and only two, sales each year—absolute clearances made at the end of each season.

The announcements of these events always attract widespread attention, men have come to know their genuine value—their importance.

YOU make your selections from thousands of hand-tailored Suits and Overcoats, you have volume, variety and value.

You have genuine and generous price reductions backed by a guarantee of absolute satisfaction. Every P-B winter-weight suit and overcoat is reduced and the original price tickets remain.

\$3 and \$4 Derbies
Special
\$1.85

MANUFACTURER'S samples of Derbies—and every one perfect. The very newest and many advanced styles—every shape and size. Your opportunity for a new hat in midseason and at an unusual price.

Fur Caps Reduced
\$6 Caps at \$3.50
\$8 Caps at \$5.00
\$10 Caps at \$7.50
Clearance of Soft Hats at \$1.45

Special clearance of Handbags and Suit Cases.

\$15 P-B Suits and Overcoats Reduced to.... 10.75

\$18 P-B Suits and Overcoats Reduced to.... 13.25

\$20 P-B Suits and Overcoats Reduced to.... 14.25

\$25 P-B Suits and Overcoats Reduced to.... 18.75

\$30 P-B Suits and Overcoats Reduced to.... 21.75

\$35 P-B Suits and Overcoats Reduced to.... 25.50

\$40 P-B Suits and Overcoats Reduced to.... 31.25

(Note—Sale includes every Winter-weight Suit and Overcoat. No formal wear, Full Dress, Tuxedos, etc.)

\$4 Shoes at \$2.95

SPECIAL lots of the famous TECK Shoes, selling regularly at \$4 are reduced to \$2.95. Russets and Gun Metals in down-to-date shapes. You know TECK Shoes for style and wear.

P-B's Annual Mid-Winter Sale of \$1, \$1.25, \$1.50 and \$2 Perfect Shirts at 79c
(Four of these shirts to a customer for \$3.00)

THOUSANDS of perfect shirts—no seconds—all from our regular stock. All styles—every size, but not every size in every pattern. Attached cuffs on every shirt. Please come early—it's to your advantage. Manhattans and Dress Shirts not included.

\$2 & \$2.50 E. & W. Full Dress & Neglige Shirts at \$1.15

Just 300 to close out, coat styles, cuffs attached.

\$3.50 Blanket Lounging Robes at \$2.15

Only 29 of these Robes, in small, medium and large sizes.

MOTHERS—Here's the Clearance Sale for Your Boys.

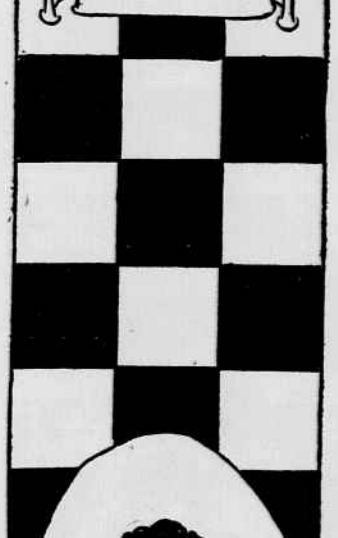
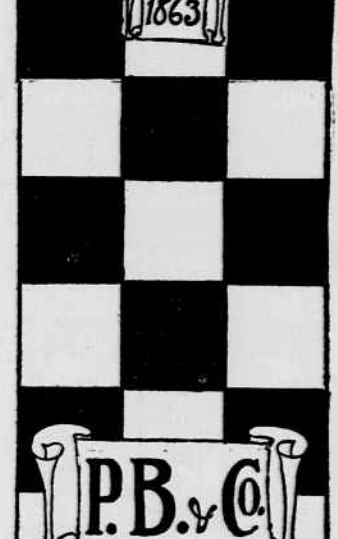
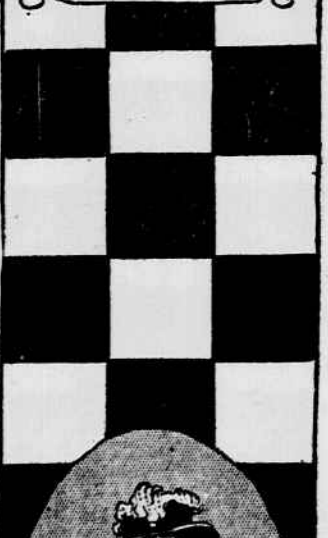
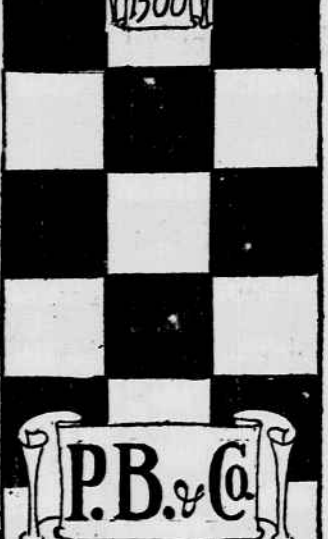
Backed by the high quality of the merchandise and the genuineness of the reductions, this sale always attracts mothers.

Broken Lots of \$5.00 and \$3.75 \$6.00 Suits reduced to...

The opportunity for a needed extra school suit. All new styles, striking patterns and fine materials.

Broken Lots of Our Entire Stock 1/3 off of Boys' Suits and Overcoats at

\$7.00 values at \$4.66 \$7.50 values at \$5.00
\$8.50 values at \$5.66 \$10.00 values at \$6.66
Etc., Etc. Etc., Etc.



H. Daugherty